

Transport Technical Note

Land at Avondale Drive, Hayes

Project Number: 25289
Doc Number: TN01
Prepared for: Higgins Partnership

18 December 2025

Rev	Issue Purpose	Author	Reviewed	Approved	Date
P01	Issue	JPB	AKS	AKS	27/11/25
P02	Final	JPB	AKS	AKS	18/12/25

1. Introduction

1.1 Approved Application Reference 76551/APP/2021/4502

- 1.1.1 In March 2022, the London Borough of Hillingdon (LBH) granted planning approval to the London Borough of Hillingdon, as the Applicant, for a hybrid planning application (reference 76551/APP/2021/4502) at a site, *Land at Avondale Drive, Hayes*, with description of development as follows:

“Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity spaces, open space, landscaping; car and cycle spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 20 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure.”

- 1.1.2 Expanding upon this description, the approved development involved the phased demolition of the existing estate, which comprised of three 13-storey blocks of flats, each containing 48 flats (a total of 144 homes), to provide new affordable and private sale homes within a regenerated estate environment. The proposals sought to provide up to 240 residential dwellings, within residential blocks ranging from 2 storeys to 10 storeys in height, along with improved landscaping and public realm, delivered across three phases, Phase 1A, Phase 1B and Phase 2, with Phase 1A encompassing the full part of the hybrid application (Block A).
- 1.1.3 The application was supported by an illustrative masterplan. Phase 1A encompassed the western most block of the masterplan.

- 1.1.4 The application was supported by a series of Parameter Plans, which established the key parameters and principles of the Outline Area of the proposals in relation to Development Zones, Building Heights, Access, and Movement and Hard and Soft Landscaping.
- 1.1.5 The application was supported by sufficient information in relation to the Detailed First Phase, Phase 1A, to allow full planning approval to be granted and this part of the site, Block A, is now being delivered.

1.2 Pending S73 Application Reference 76551/APP/2025/2861

- 1.2.1 The Applicant has since formulated revised development proposals which has necessitated the submission of a S73 Application minor material amendment (application ref:76551/App/2025/2861).
- 1.2.2 The S73 Application is supported by a series of updated Parameter Plans, submitted for approval, which again seek to establish the key parameters and principles of the remaining Outline Area. The Parameter Plans underpin the principles of any future development proposal, setting the minimum and maximum parameters within which reserved matters applications will be brought forward in the future.
- 1.2.3 The S73 Application is supported by an updated Illustrative Masterplan, which demonstrates one way in which the outline components could come forward in the future in line with the parameters, representing design intent. The Illustrative Masterplan envisages a scale of development up to 296 homes (including 30 delivered within Phase 1A), an increase of 56 homes above the previous approval.
- 1.2.4 The S73 Application is supported by a Transport Assessment Addendum, prepared by Markides Associates (MA). The TAA confirms that the site is still an appropriate location for residential development, that the proposals could be readily accessed, that the impact of the development is acceptable and that car and cycle parking provision is appropriate, with planning conditions and S106 obligations assumed to be implemented to mitigate potential development impacts.
- 1.2.5 The S73 Application is currently pending.

1.3 Current Reserve Matters Application

- 1.3.1 The Applicant has now formulated detailed proposals for the Outline Area which will form part of a Reserve Matters Application (RMA).
- 1.3.2 This Transport Technical Note has been prepared in support of the RMA.
- 1.3.3 The findings of the TAA prepared in support of the pending S73 application provide a robust basis for the current RMA and should therefore be read in conjunction.

- 1.3.4 The Transport Technical Note seeks to outline any differences between the current RMA proposals and those previously assessed within the TAA in relation to the Illustrative Masterplan that was included within the Section 73 application. The Transport Technical Note identifies whether these changes have any implications for transport, parking, or servicing strategies and confirms that the development continues to operate within the parameters assessed previously. Where minor adjustments have been made, these are described and justified to demonstrate that they do not introduce new or significant transport impacts.

2. RMA Development Proposals

2.1 Scale and Phasing

- 2.1.1 The RMA proposals are for a scale of development totalling 266 homes, with accommodation mix summarised below in **Table 2.1**. Whilst the previously approved Phase 1A is not the subject of this RMA, it is included for completeness.
- 2.1.2 There are no changes between the RMA and the Section 73 proposals in terms of total number of units or mix and on that basis any conclusions formed within the TAA with regards to traffic impacts remain the same.

Table 2.1 RMA Scale of Development

Phase	Block	Tenure	1-bed Flats	2-bed Flats	3-bed Flats	4-bed Flats	Total
Detailed First Phase							
1A	Phase 1A Block A (Currently Being Delivered)	Social Rent	7	16	5	2	30
RMA Area							
2	B	Social Rent	14	16	3		33
	C	Social Rent	14	16	2		32
	D	Social Rent	3	12	13		28
1B	E	Private	47	46			93
	Ground Floor Duplex	Social Rent	3	2	2	5	12
	F	Private	13	18	22		53
	F	Shared Ownership		4	11		15
Total							
RMA Total			94	114	53	5	266
Full Site Total			101	130	58	7	296

2.1.3 The S73 Application was supported by a Detailed Phasing Plan which confirmed the eastern building, encompassing blocks E and F was Phase 1B, and the remaining building, encompassing blocks B/C/D, being Phase 2.

2.1.4 This does not change as part of the RMA.

2.2 Layout

2.2.1 The proposed layout under the RMA is not materially different from the Section 73 proposals. The arrangement of buildings, access points, and internal circulation remains consistent with the Illustrative Masterplan, ensuring that the established transport and servicing principles continue to apply without amendment.

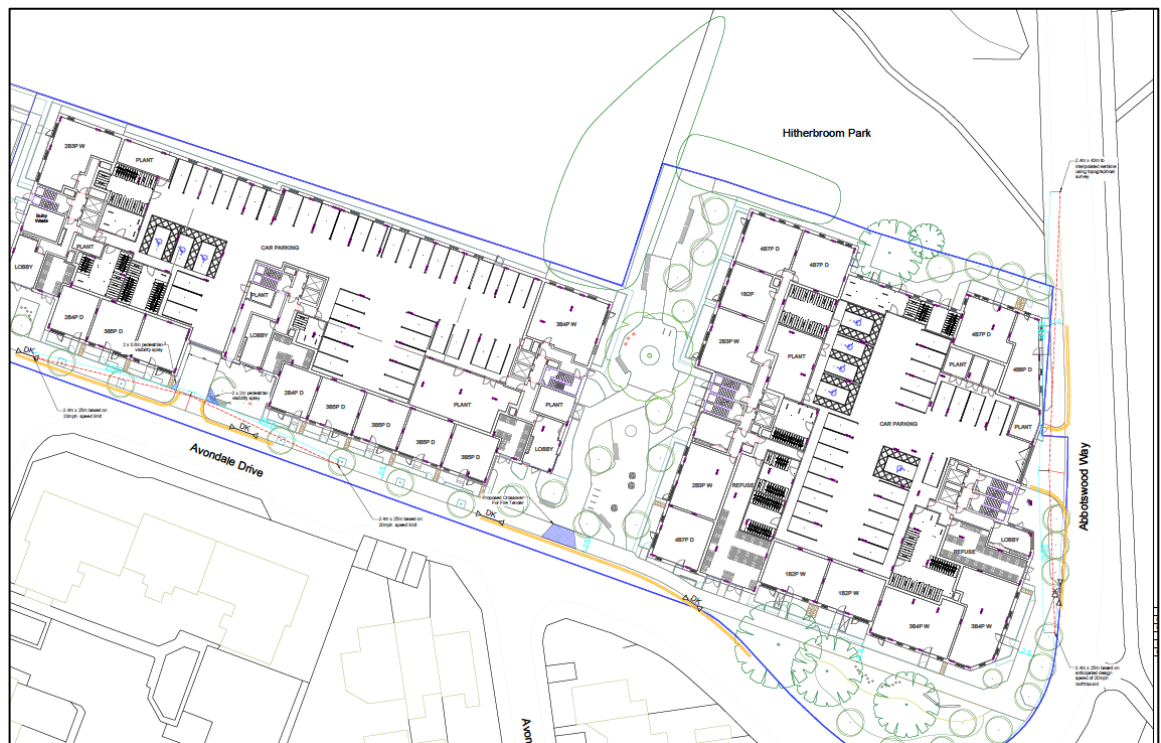
2.2.2 The RMA Layout is attached at **Appendix A**, with extract below at **Figure 2.1**.

Figure 2.1 Proposed Site Plan



2.2.3 Drawing 25289-MA-XX-XX-DR-C-0109 , with extract overleaf at Figure 2.2, indicates the layout with relevant dimensions.

Figure 2.2 **Dimensioned Layout Plan**



2.3 Access

- 2.3.1 Access arrangements will be the same as outlined in the S73 Illustrative Masterplan.
- 2.3.2 The proposals maintain a 2.5m wide footway width along the Avondale Drive frontage, which continues along the frontage of Abbotswood Way. North of the Phase 2 parking access the proposals accommodate a 2m footway, which connects with the existing provision to the north along the Hitherbroom Park frontage.
- 2.3.3 In this location it is acknowledged that there are proposed works outside of the redline boundary to deliver this continuous footway provision and soft landscaping. If required, a further full planning application will also be submitted to secure permission for these works falling between the redline and the adopted highway along Abbotswood Way.
- 2.3.4 A proposed 1.8m wide footpath wraps around the north of Phase 1B, providing ground floor access to duplex units on that northern frontage.
- 2.3.5 Direct pedestrian access to each of the proposed lobbies is taken from the footway.
- 2.3.6 The proposals include a pedestrian route between Phase 1B and Phase 2, which will provide public access to Hitherbroom Park to the north.
- 2.3.7 Vehicle crossovers will include raised entry treatments and tactile paving in order to support pedestrian movements.

2.4 Car Parking

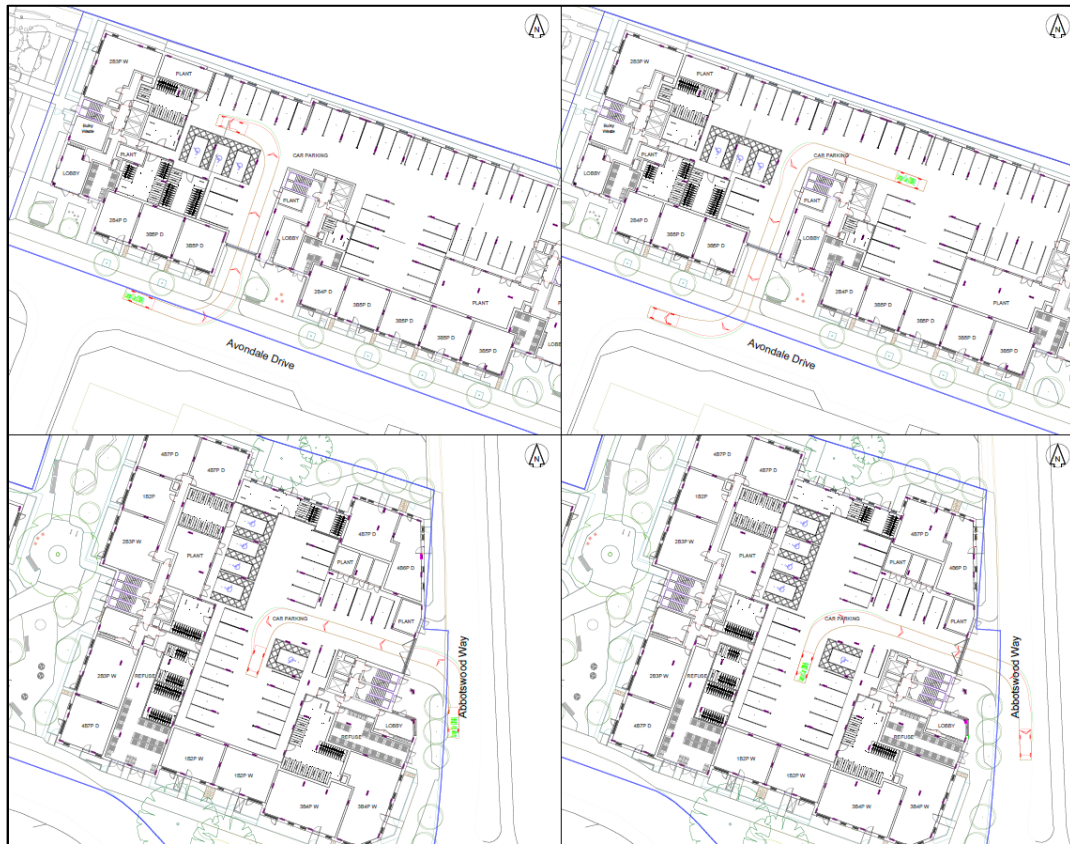
- 2.4.1 The RMA application marginally differs from the S73 proposals in terms of parking provision. A total of 70 car parking spaces are proposed, split across Phase 1B and Phase 2, as follows.

Table 2.2 Car Parking Provision – RMA

	Units	Total	Standard	Blue Badge	Blue Badge %
Phase 1B Podium	173	28	23	5	3%
Phase 2 Podium	93	42	39	3	3%
Total	266	70	62	8	3%

- 2.4.2 The parking provision therefore reduces by 4 spaces. This is due to the RMA including more detailed assessments regarding the structural grid and the influence of column positions on car parking locations.
- 2.4.3 The car parking provision includes a total of 8 spaces reserved for blue badge holders only, meeting the minimum London policy requirement of 3% of households having access to a blue badge parking space from the outset of occupation.
- 2.4.4 The parking spaces are provided within separate secure undercroft parking areas, the extent of which is indicated at **Appendix A**.
- 2.4.5 Phase 1B parking is accessed via a proposed 4.5m wide access with Abbotswood Way, above which there is a resident's courtyard at first floor podium level.
- 2.4.6 Phase 2 parking is accessed via a 4.5m wide proposed access with Avondale Drive, between Blocks B and C.
- 2.4.7 Tracking drawings showing access/egress to/from the car parks is attached at Drawing 25289-MA-XX-XX-DR-C-7002, with extract below at **Figure 2.3**.

Figure 2.3 Car Parks Access and Egress



- 2.4.8 The RMA is also supported by a Parking Management Plan, which identifies strategies for allocation and ongoing management as well as how the car parking provision can evolve to increase blue badge allocation in the future should demand dictate.
- 2.4.9 As identified in the S73 TAA, due to the lack of existing on-street waiting controls and/or parking management scheme, the proposals could result in parking overspill onto the local highway network. The TA prepared in support of the original approved development quantified this potential impact by applying the observed existing on-site parking demand ratio of 0.59 spaces per unit to the proposed scale of development and subtracting the proportion of this demand that could be accommodated on site, which resulted in potential parking overspill totalling 74 vehicles, which the TA demonstrated could be accommodated within the existing on-street reserve capacity.
- 2.4.10 Adopting the same approach for the RMA proposals, the proposed scale of development, along with the additional demand generated by Phase 1A, could generate parking demand totalling 175 cars (0.59 cars per unit * 296 units). Subtracting the car parking provision of 70 spaces results in a potential overspill totalling 105 cars.
- 2.4.11 It is acknowledged that applying this level of overspill to existing parking stress levels would result in a high level of parking stress exceeding 85% and that the introduction of proposed points of access into the site and need for formalised loading restrictions would impact this further by reducing the supply of kerb length for parking.

2.4.12 A number of interventions are therefore proposed that would seek to reduce the car ownership levels, as follows:

- Secure and sheltered cycle parking where there is currently none provided;
- Provision of 3 car club spaces, with research indicating that each car club vehicle has the potential to result in a reduction in ownership of privately owned vehicles;
- Travel Plan measures such as car share database;
- Structural changes such as increased cost of car ownership/ insurance; road space charging; increase in uptake of electric bikes/ scooters, which are likely to dampen car ownership levels in the future; and
- Contributions towards improved active mode infrastructure.

2.4.13 More importantly, in addition to these interventions, the S106 Agreement in relation to the approved development has also secured contributions towards the consultation and implementation of a potential Parking Management Scheme in order to mitigate the impacts of the development, along with an additional clause that would ensure residents of the development would not be able to apply for parking permits should a parking management scheme be necessary.

2.4.14 Given the potential increase in parking stress impacts associated with the additional scale of development, the TAA recommends that this obligation should be retained.

2.4.15 All residents will be informed of this potential restriction prior to first occupation and reminded of such as part of ongoing Travel Plan implementation.

2.5 Cycle Parking

2.5.1 Cycle parking will be provided in accordance with Planning Condition 15 and London Plan standards both in terms of quantum and type, within each block.

2.5.2 The cycle parking requirements and proposals are summarised below in **Table 2.3**, with location indicated in **Figure 2.4**, accommodated within either the undercroft parking areas or dedicated ground floor stores, which by default will ensure they are secure and sheltered.

2.5.3 Two of the proposed ground floor duplex units within Phase 1B do however have their own secure and sheltered cycle lockers within their own private front garden areas, which will be capable of accommodating the requirement of two bikes.

2.5.4 The requirement calculations below do not therefore include these specific units given their provision will not be communal.

Table 2.3 RMA Cycle Parking Policy Requirement

Phase	Block	One Bedroom	Two-Bedroom+	Requirement	Provision
2	B	14	19	59	128 as two-tier 35 as Sheffield Stands 9 as Wider Sheffield Stands 172 Total
	C	14	18	57	
	D	3	25	55	
	Total			171	
1B	E	47	46	162.5	234 as two-tier 62 as Sheffield Stands 16 as Wider Sheffield Stands 312 total
	F	13	55	129.5	
	Duplex	1	9	20	
	Total			312	

Figure 2.4 Phase 1B and Phase 2 Cycle Parking



- 2.5.5 Access to the stores will be via the existing local highway network and then the sites internal access routes.
- 2.5.6 Where a cycle store is to the rear of car parking spaces, a minimum 1.5m offset will be retained for access.
- 2.5.7 In addition to the residential provision, short-stay visitor provision will be provided, located within the public realm between phases, meeting the minimum policy requirement of 1 space per 40 units + 1 space (i.e. 8).

2.6 Delivery and Servicing

- 2.6.1 Delivery and servicing arrangements will be the same as outlined in the S73 TAA. For ease of use the strategy is outlined in the following paragraphs.
- 2.6.2 The development proposals include a series of bin stores, located along the site frontage within 10m of the existing kerbline, which will be accessed via kerbside collection, the location of which is indicated on **Figure 2.5** with drop-kerbs provided in front of these bin stores.

Figure 2.5 Bin Store Locations



- 2.6.3 In order to ensure these bin stores are accessible to LBH refuse collection vehicles and not obstructed by parked vehicles, it will be necessary to introduce waiting controls in front of them, which will permit loading activity, which is indicated in **Drawing 25289-MA-XX-XX-DR-C-0102**, with extract below at **Figure 2.6**.

Figure 2.6 Drawing 25289-MA-XX-XX-DR-C-0102 Extract – Illustrative Waiting Controls

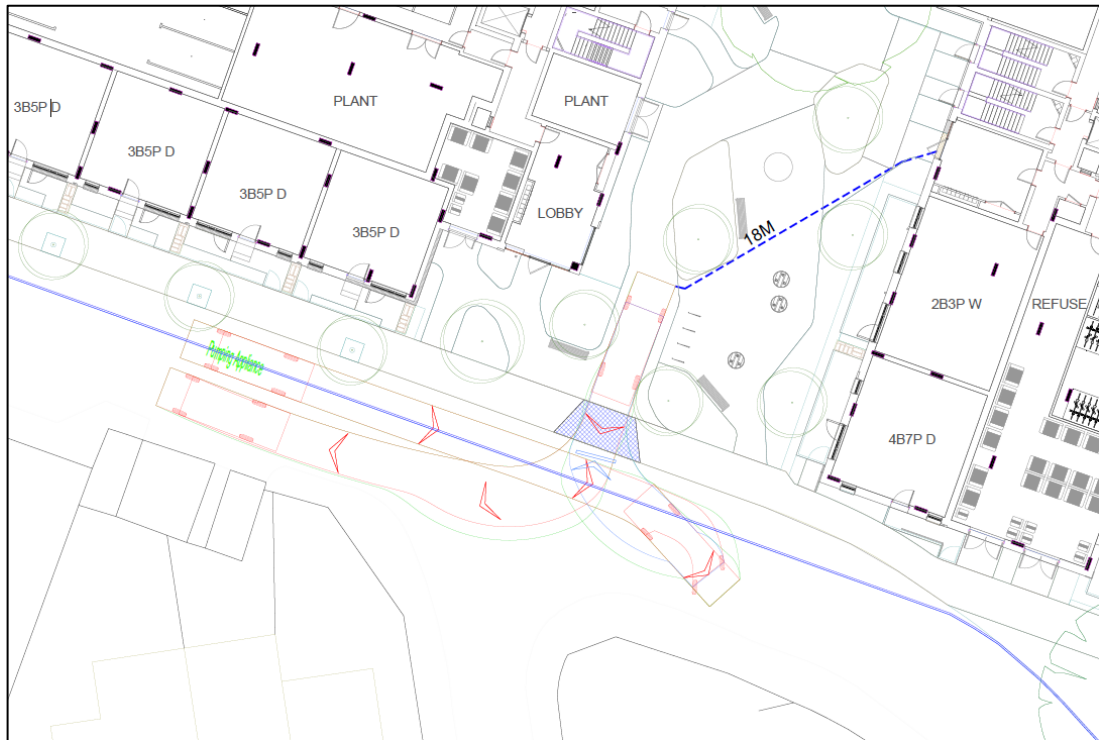


- 2.6.4 General delivery and servicing vehicles accessing the site will also be able to use these locations for loading activity.
- 2.6.5 If necessary, a formalised loading bay can be introduced along the site frontage as part of the subsequent implementation of any Parking Management Scheme.

2.7 Emergency Access

- 2.7.1 The core associated with each of the proposed blocks is located within 18m of the existing Avondale Drive and Abbottswood Way carriageway, allowing fire tender access from the existing kerblines.
- 2.7.2 Block E does however require a fire tender to access the southern extent of the pedestrianised route through to Hitherbroom Park in order to get within an acceptable distance of the associated core.
- 2.7.3 Access to this area will be facilitated by the introduction of a vehicle crossover in front of the pedestrianised route and a row of removable bollards that fire crews will be able to operate with a fire key, with these bollards otherwise ensuring the pedestrianised nature of this route on a day to day basis.
- 2.7.4 Vehicle swept path analysis demonstrating a fire tender can access and egress this area in forward gear is presented in **Drawing 25288-MA-XX-XX-DR-C-7005**, with extract below at **Figure 2.7**.

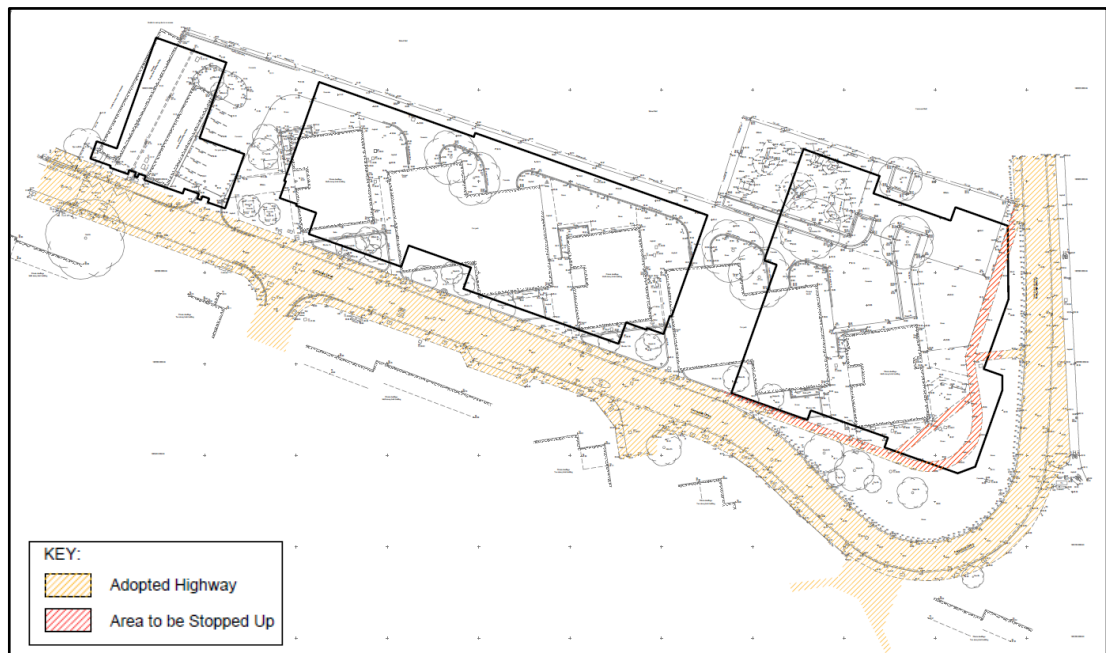
Figure 2.7 Drawing 25288-MA-XX-XX-DR-C-7005 – Fire Tender Access



2.8 Stopping Up / Adoption

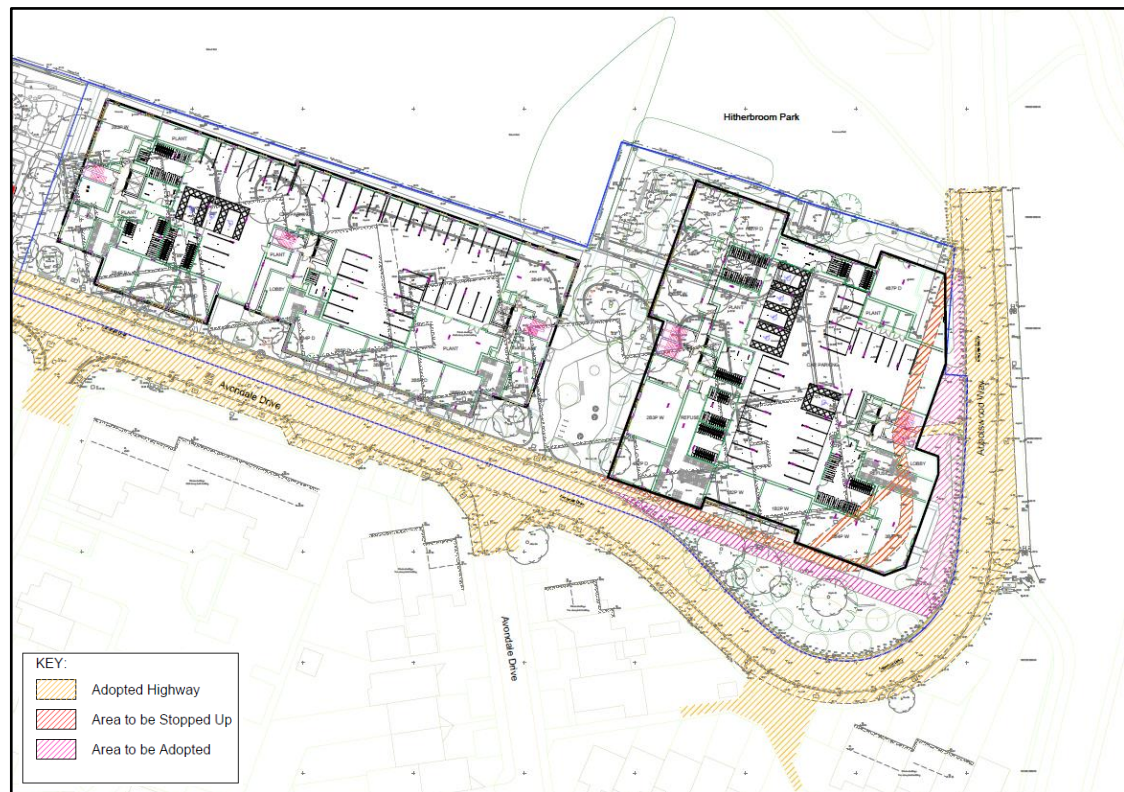
- 2.8.1 Consistent with the original approval and the pending S73 proposals, the RMA proposals result in the Phase 1B building footprint encroaching onto existing footpaths around the existing building perimeter that form part of the adopted public highway.
- 2.8.2 It will therefore be necessary to submit a stopping up allocation in accordance with Section 247 of the Town and County Planning Act, in good time prior to the delivery of Phase 1B.
- 2.8.3 The stopping up is mitigated via the delivery of an alternative footway around the proposed building footprint.
- 2.8.4 The stopping up extent is indicated on **Drawing 25289-MA-XX-XX-DR-C-0103**, with extract below at **Figure 2.8**

Figure 2.8 Drawing 25289-MA-XX-XX-DR-C-0103 Extract – Stopping Up Extent



2.8.5 It is understood that Abbotswood Way, including the adjoining footway, has already been adopted by the London Borough of Hillingdon. Accordingly, the proposed replacement footway would form part of the existing adopted highway network. Should any areas of new or realigned footway fall outside the current extent of adopted highway, these would be offered for adoption via a Section 38 Agreement, as indicated on **Drawing 25289-MA-XX-XX-DR-C-0104**, with extract below at **Figure 2.9**. As stated above, it is acknowledged that there are proposed works outside of the redline boundary to deliver this continuous footway provision and soft landscaping along the Abbotswood Way kerbline. If required, a further full planning application will also be submitted to secure permission for these works falling between the redline and the adopted highway along Abbotswood Way in due course.

Figure 2.9 Drawing 25289-MA-XX-XX-DR-C-0104 Extract – Adoption Extent



2.9 Highway Works

- 2.9.1 The proposals will remove any redundant crossovers and reinstate as footway provision as necessary.
- 2.9.2 The proposals will introduce vehicle crossovers to serve the proposed car parks and emergency access between the phases.
- 2.9.3 The proposals will introduce drop kerbs in front of bin stores to allow for bin access to the carriageway.
- 2.9.4 These works will necessitate subsequent detailed designs and highway approvals to form part of a subsequent S278 Agreement.

3. Trip Generation

- 3.1.1 Trip generation for the proposed scale of development has been included within the TAA in support of the S73 Application. For completeness, it is reproduced here within this Transport Technical Note.
- 3.1.2 The TA prepared in support of the approved development used the industry standard TRICS database to source trip rates representative of the site and proposals.
- 3.1.3 Due to a high proportion of affordable units within the development mix, which typically have a higher expected all person daily trip rates than private units, two separate site selections methods were adopted to source separate rates for each of the affordable and private tenures, as follows:
- Residential - Affordable / local authority flats within PTAL 2 to 3; and
 - Residential - Flats privately owned within PTAL 1b to 2.
- 3.1.4 For both user groups Greater London sites were selected only, with central London sites removed.
- 3.1.5 The resultant total person and vehicular trip rates for affordable and private units are reproduced below in **Table 3.1**, with original TRICS outputs attached at **Appendix B**.

Table 3.1 Residential Trip Rates

Mode	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Total People									
Affordable	0.131	0.619	0.75	0.457	0.215	0.672	3.368	3.354	6.722
Private	0.073	0.42	0.493	0.226	0.13	0.356	2.463	2.357	4.820
Total Vehicle									
Affordable	0.093	0.238	0.331	0.101	0.097	0.198	1.026	1.24	2.266
Private	0.028	0.119	0.147	0.098	0.06	0.158	0.932	0.883	1.815

- 3.1.6 The TA then applied the trip rates to the resultant uplift in units for each tenure to quantify the net change in Total People and Total Vehicle trips.
- 3.1.7 The same method has been adopted for the S73 and therefore RMA proposals using the same trip rates, with resultant trip generation summarised below in **Table 3.2**.

Table 3.2 Residential Trip Rates

	Mode	AM Peak			PM Peak			Daily Flows		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing (121 affordable / 23 private)	Total People									
	Affordable	16	75	91	55	26	81	408	406	813
	Private	2	10	11	5	3	8	57	54	111
	Total People	18	85	102	60	29	90	464	460	924
	Total Vehicle									
	Affordable	11	29	40	12	12	24	124	150	274
	Private	1	3	3	2	1	4	21	20	42
	Total Vehicle	12	32	43	14	13	28	146	170	316
RMA Proposals (150 affordable / 146 private)	Total People									
	Affordable	20	93	113	69	32	101	505	503	1008
	Private	11	61	72	33	19	52	360	344	704
	Total People	30	154	184	102	51	153	865	847	1712
	Total Vehicle									
	Affordable	14	36	50	15	15	30	154	186	340
	Private	4	17	21	14	9	23	136	129	265
	Total Vehicle	18	53	71	29	23	53	290	315	605
Net Uplift (29 affordable / 123 private)	Net Uplift									
	Total People	13	70	82	41	22	63	401	387	788
	Total Vehicle	6	22	28	15	10	25	144	145	289

- 3.1.8 **Table 3.2** indicates that based on this analysis a total of 82 additional two-way total person trips are likely to be generated in the AM peak and 63 in the PM peak.
- 3.1.9 The vehicular impact of the development proposals is expected to be limited to 28 additional two-way trips in the AM Peak and 25 in the PM Peak, which is imperceptible across a full hour.
- 3.1.10 On this basis, reflecting the conclusions of the original TA, the RMA proposals are not anticipated to have a material effect on the operation of local highway network during peak hours.

3.2 Non-vehicular Multimodal Trip Generation

- 3.2.1 To quantify the net increase in non-vehicular trip generation, the TA prepared in support of the approved development, used Method of Travel to Work data for the Resident Population of the Middle Super Output Area within which the site was located, Hillingdon 026, taken from the 2011 Census, to proportion Total Person trips to different modes of travel.
- 3.2.2 The same methodology has been adopted for the RMA development proposals, with resultant non-vehicular trip generation detailed below in **Table 3.3**.

Table 3.3 Net Non-vehicular Trip Generation

Mode of Travel	%	AM Peak			PM Peak			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Underground, metro, light rail or tram	12%	1	6	7	3	1	5	31	29	60
Train	11%	1	5	6	3	1	4	28	27	55
Bus, minibus, or coach	51%	3	25	28	13	6	19	131	124	254
Passenger in a car or van	9%	1	4	5	2	1	3	23	22	45
Bicycle	3%	0	1	2	1	0	1	8	7	15
On foot	14%	1	7	8	4	2	5	36	34	70
Other method of travel to work	0%	0	0	0	0	0	0	0	0	0
Total	100%	7	48	55	26	12	38	256	243	499

- 3.2.3 Given the accessible location of the site and range of established services that are available, these trips will be distributed across a variety of routes and sustainable transport opportunities including rail, bus, cycling and walking and given the range of established services that are available. It is anticipated that this impact will be imperceptible on the operation of the highway and transport networks in the vicinity of the site.

4. Conclusion

- 4.1.1 The Reserved Matters Application proposals remain consistent with the previously submitted Section 73 application in terms of scale, layout, and access arrangements.
- 4.1.2 The updated parking and cycle provision meet policy requirements, and the proposed interventions and obligations will help manage and mitigate potential overspill.
- 4.1.3 Trip generation analysis confirms that the development will not have a material impact on the local highway network, and non-vehicular trips will be well accommodated by a range of sustainable transport options.
- 4.1.4 The RMA proposals are accessible to all user groups and can be readily serviced.
- 4.1.5 Delivery of the proposals will need to be supported by subsequent stopping up / adoption and S278 Agreements. If required, a further full planning application will also be submitted to secure permission for any public realm works falling between the redline and the adopted highway along Abbotswood Way.
- 4.1.6 On this basis Markides Associates are of the view that there are no transport related reasons why the RMA application should not be approved.

DRAWINGS

25288-MA-XX-XX-DR-C-7002 P03 Car Parking Swept Path Analysis

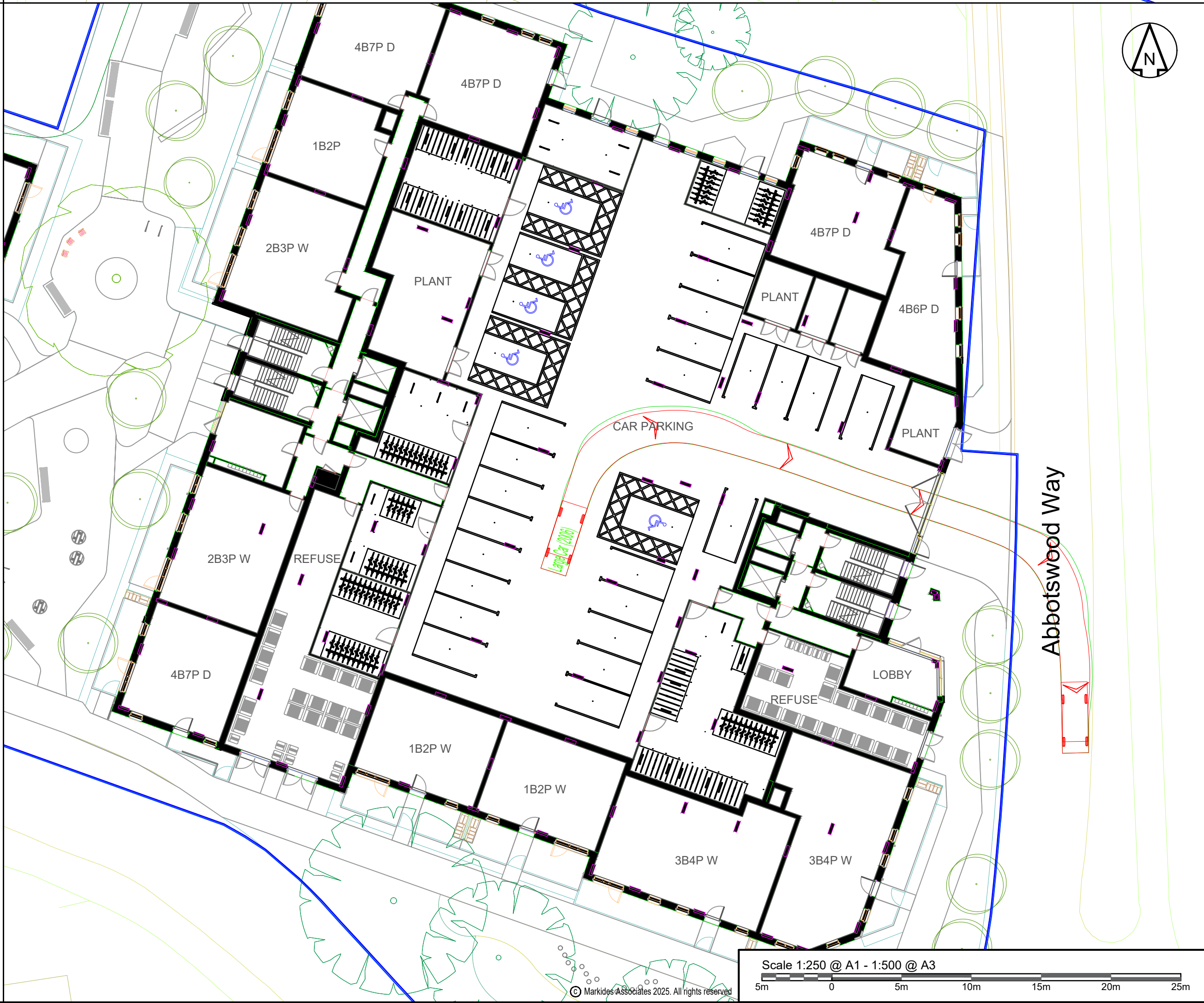
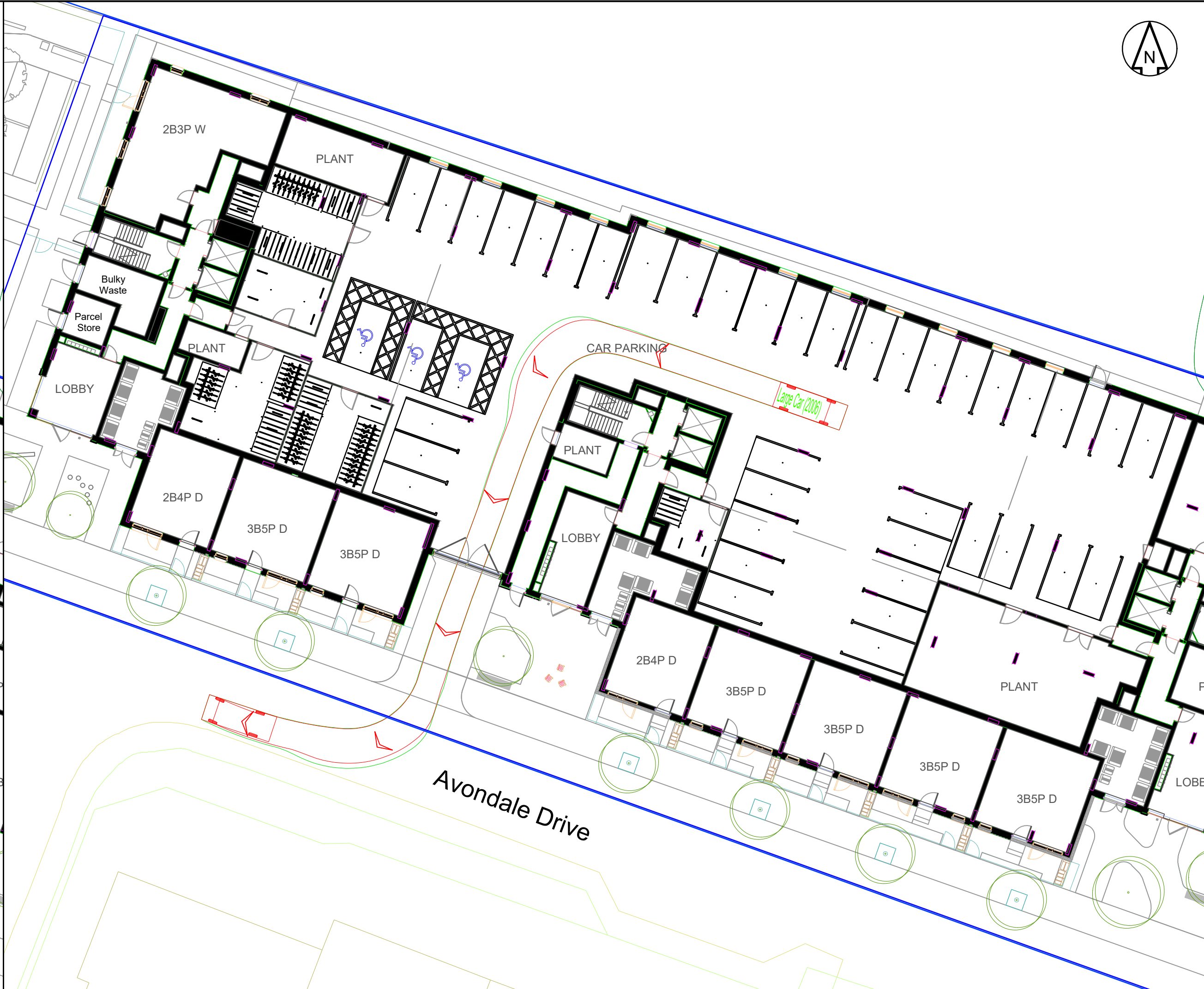
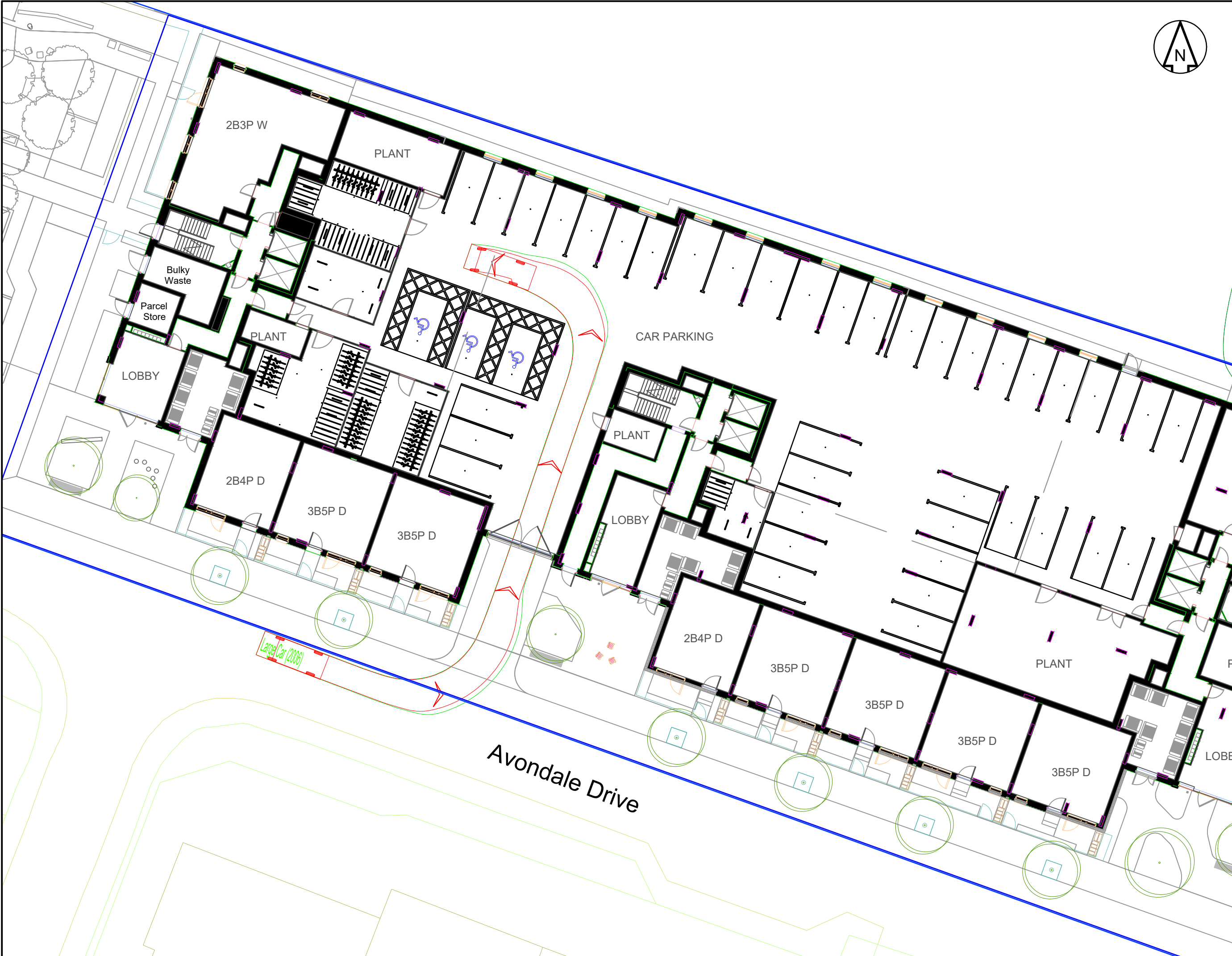
25288-MA-XX-XX-DR-C-7005 P04 Fire Tender Swept Path Analysis

25289-MA-XX-XX-DR-C-0102 P02 Illustrative Waiting Controls

25289-MA-XX-XX-DR-C-0103 P03 Stopping Up Extent

25289-MA-XX-XX-DR-C-0104 P03 Highways Adoption Extent

25289-MA-XX-XX-DR-C-0109 P01 General Arrangement Dimensions



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.

2. This drawing is based upon drawing number AVD-PRP-ZZ-00-GA-A-20800 supplied by PRP and Markides Associates shall not be liable for any inaccuracies or deficiencies.

3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.

4. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

5.072

3.035

Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.679m

1.872m

1.525m

0.310m

1.831m

4.00s

5.900m

KEY

VEHICLE BODY LINE

VEHICLE WHEEL LINE

REVERSE GEAR

Revision History

P03	FOR INFORMATION		JPB	AKS	AKS	12.12.25
P02	FOR INFORMATION		JPB	AKS	AKS	25.11.25
P01	FOR INFORMATION		JPB	AKS	AKS	23.09.25
Rev	Comment		By	Chkd	Appr	Date

Current Revision

P03	FOR INFORMATION		JPB	AKS	AKS	12.12.25
Rev	Comment		By	Chkd	Appr	Date

S2 - FOR INFORMATION

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Project

AVONDALE S73

Drawing Title

CAR PARKING SWEEP PATH ANALYSIS

Markides Associates reference:

25289

1:250 @ A1

25289-MA-XX-XX-DR-C-7002 - P03



18.12.25 - P03

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Revision History

P03	FOR INFORMATION	JPB	AKS	AKS	16.12.25
P02	FOR INFORMATION	JPB	AKS	AKS	25.11.25
P01	FOR INFORMATION	JPB	AKS	AKS	23.09.25
Rev	Comment	By	Chkd	Appr	Date

Current Revision

P03	FOR INFORMATION	JPB	AKS	AKS	16.12.25
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

HIGGINS PARTNERSHIP

MARKIDES ASSOCIATES

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Project

AVONDALE DRIVE

Drawing Title

ILLUSTRATIVE WAITING CONTROLS

Markides Associates reference:

25289

1:250 @ A1

25289-MA-XX-XX-DR-C-0102

- P03

Scale 1:250 @ A1 - 1:500 @ A3

5m

0

5m

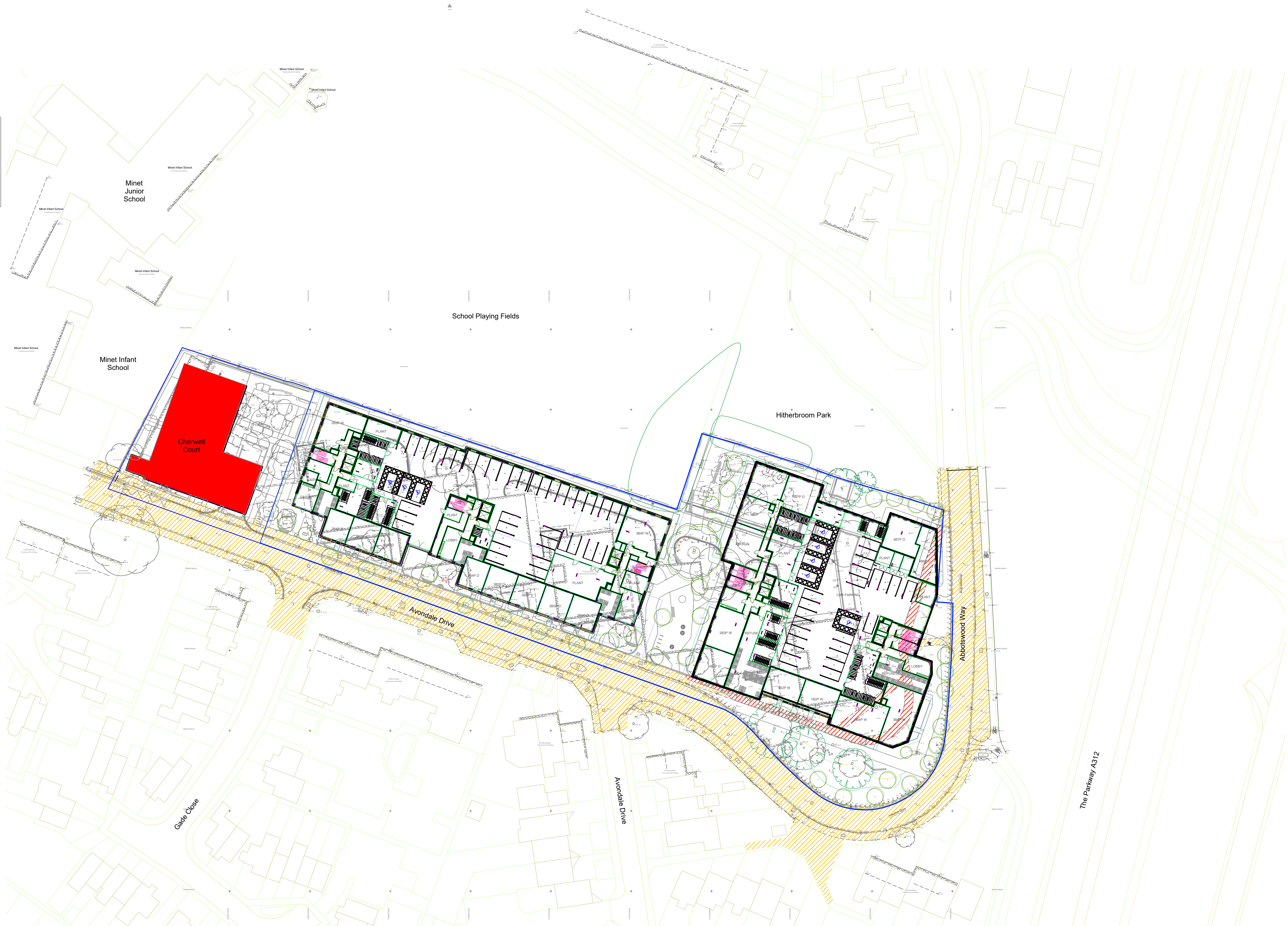
10m

15m

20m

25m

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DO NOT SCALE OFF THIS DRAWING

NOTES

- This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
- This drawing is based upon drawing number AVO-PRP-ZZ-00-GA-A-20600 supplied by PRP and Markides Associates shall not be liable for any inaccuracies or deficiencies.
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KEY:

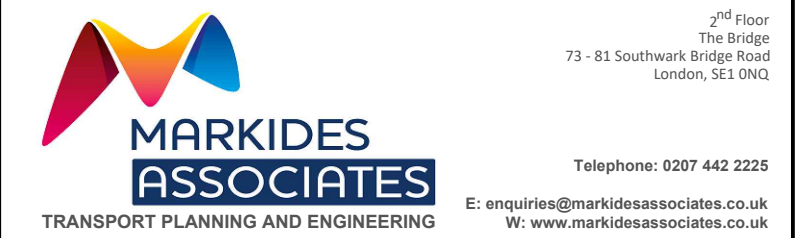
-  Adopted Highway
-  Area to be Stopped Up

Revision History

Rev	Comment	By	Chkd	Appr	Date
P02	FOR INFORMATION	JPB	AKS	AKS	27.11.25
P01	FOR INFORMATION	JPB	AKS	AKS	24.09.25
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FOR INFORMATION	JPB	AKS	AKS	27.11.25
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

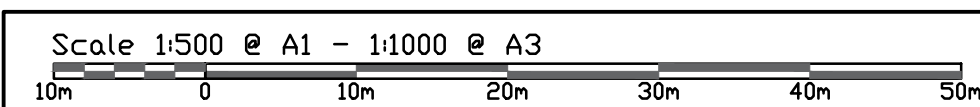
HIGGINS PARTNERSHIP

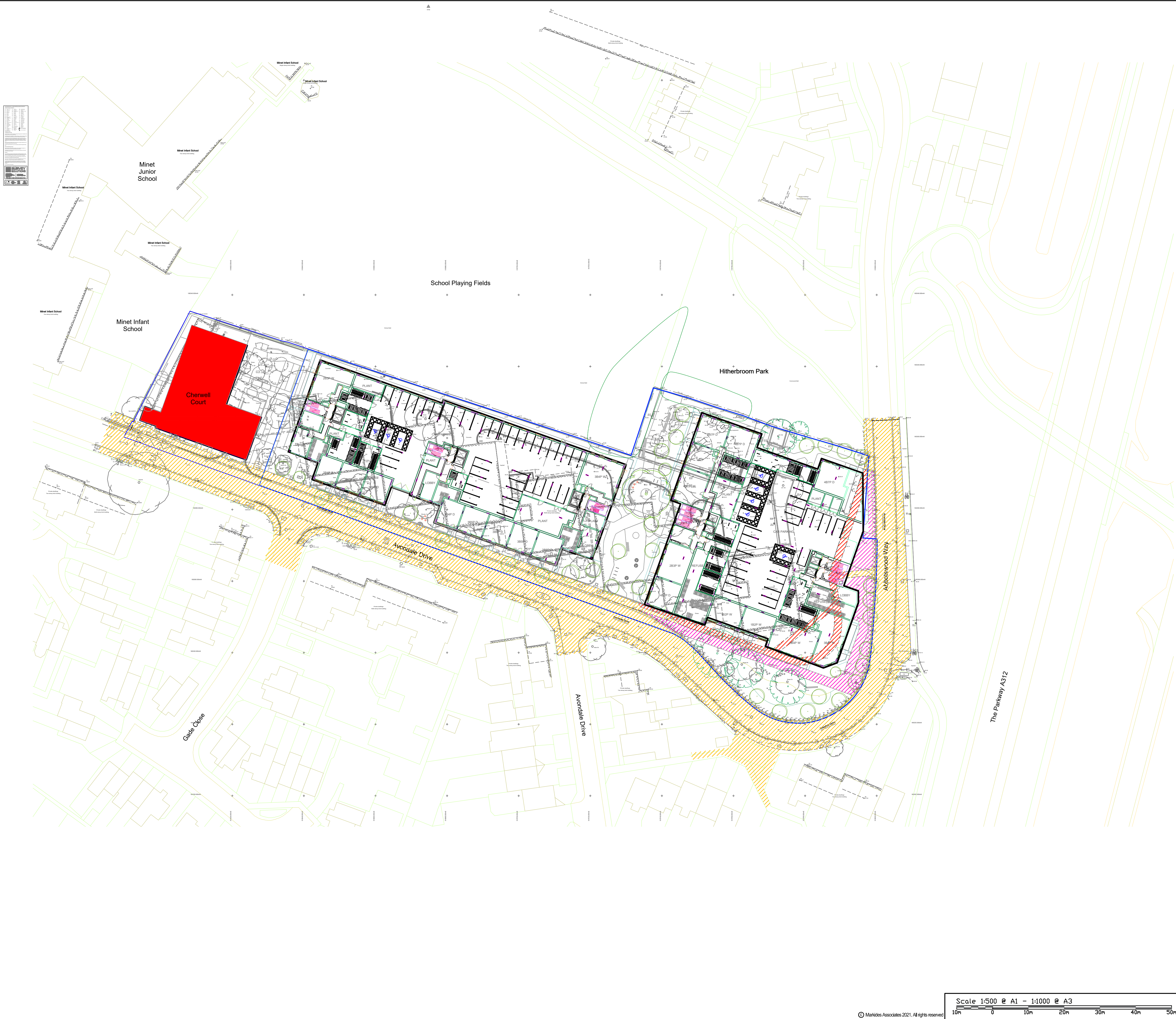


Project
AVONDALE DRIVE

Drawing Title
STOPPING UP PLAN

Markides Associates reference: 25289 1:500
25289-MA-XX-XX-DR-C-0103 - P02





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KEY:

Adopted Highway

Area to be Stopped Up

Area to be Adopted

Revision History

P03	FOR INFORMATION	JPB	AKS	AKS	16.12.25
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P03	FOR INFORMATION	JPB	AKS	AKS	16.12.25
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

HIGGINS PARTNERSHIP

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Project

AVONDALE DRIVE

Drawing Title

HIGHWAYS ADOPTION & STOPPING UP PLAN

Markides Associates reference: 25289

1:500

25289-MA-XX-DR-C-0108 - P03

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[illegible]

NOTES

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Revision History					
P01	FOR INFORMATION	JPB	AKS	AKS	18.12.22
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FOR INFORMATION	JP	AKS	AKS	18.12.22
Rev	Comment	By	Chkd	Appr	Date

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Project
AVONDALE

Drawing Title

GENERAL ARRANGEMENT-DIMENSIONS

Markides Associates reference: 25289 1:200 @ A1

25289-MA-XX-XX-DR-C-0109 - P01

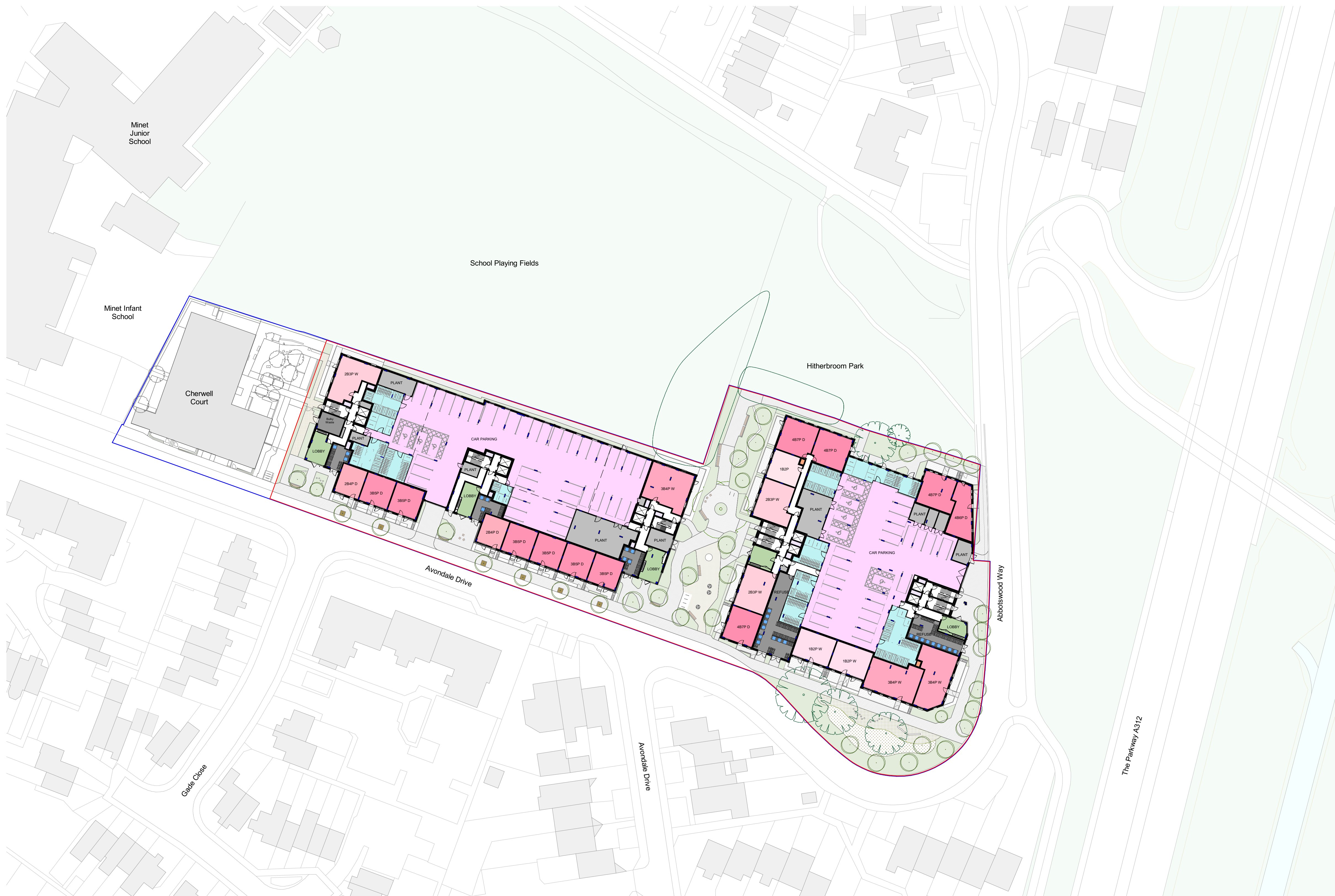
O:\25289 - Avondale S73\06. CAD-BIM\06.01 CAD.A. Preliminary\25289-MA-XX-XX-DR-C-0109 General Arrangement Dimensions Plan P01.dwg

APPENDICES

Appendix A – Proposed RMA Site Plan

Appendix B – TRICS Outputs

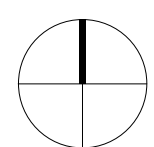
APPENDIX A – PROPOSED RMA SITE PLAN



Legend

- 1B2P
- 1B2P W
- 2B3P W
- 2B4P D
- 3B4P W
- 3B5P D
- 4B6P D
- 4B7P D
- CAR PARKING
- CYCLE STORE
- LOBBY
- MECH SMOKE VENT
- NAT SMOKE VENT
- REFUSE
- SERVICING AND PLANT

Outline Planning Application Boundary
Reserved Matters Application Boundary



0m 10m 20m 30m 40m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

Designed with reference to the surveys, information and reports listed:
15873-21-31652BWS - Topographical Survey (Survey Solutions); C154569-01-01-RevB - Tree Survey Plan (Midelmarch Environmental); 12124_12125_001 - Utility Survey (ND Oliver & Co); Avondale Drive-Existing level survey of future development areas (MB Modebest)

Rev Date Description

DRAFT

Dwn Ckd

Drawn BC

Checked YW

Date Nov 2025

Scale @ A1

BC

YW

Nov 2025

1 : 500

Avondale Drive

Site Plan - Ground Floor

Project	Origin	Zone	Level	Type	Role	Number
AVD - PRP - ZZ -			00 - GA -		A -	20600
Revision			Status			
STAGE ISSUE			S4 - PLANNING			

PRP

APPENDIX B – TRICS OUTPUTS

Calculation Reference: AUDIT-860401-211210-1229

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	HA HARROW	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 88 to 160 (units:)
 Range Selected by User: 15 to 339 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/06/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	2 days
----------	--------

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

50,001 to 100,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 Poor 1 days

3 Moderate 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BT-03-D-01 FLOWERS CLOSE DOLLIS HILL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 160 <i>Survey date: THURSDAY 26/06/14</i>		
2	HA-03-D-01 THE MALL KINGSBURY KINGSBURY CIRCLE	BLOCKS OF FLATS	HARROW
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 88 <i>Survey date: THURSDAY 17/07/14</i>		
			<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HG-03-D-03	PTAL
IS-03-D-02	PTAL
IS-03-D-03	PTAL

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	124	0.036	2	124	0.085	2	124	0.121
08:00 - 09:00	2	124	0.093	2	124	0.238	2	124	0.331
09:00 - 10:00	2	124	0.093	2	124	0.093	2	124	0.186
10:00 - 11:00	2	124	0.093	2	124	0.121	2	124	0.214
11:00 - 12:00	2	124	0.093	2	124	0.085	2	124	0.178
12:00 - 13:00	2	124	0.085	2	124	0.105	2	124	0.190
13:00 - 14:00	2	124	0.044	2	124	0.060	2	124	0.104
14:00 - 15:00	2	124	0.069	2	124	0.085	2	124	0.154
15:00 - 16:00	2	124	0.141	2	124	0.133	2	124	0.274
16:00 - 17:00	2	124	0.101	2	124	0.097	2	124	0.198
17:00 - 18:00	2	124	0.089	2	124	0.069	2	124	0.158
18:00 - 19:00	2	124	0.089	2	124	0.069	2	124	0.158
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.026			1.240			2.266

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	88 - 160 (units:)
Survey date range:	01/01/13 - 27/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	124	0.052	2	124	0.440	2	124	0.492
08:00 - 09:00	2	124	0.145	2	124	1.194	2	124	1.339
09:00 - 10:00	2	124	0.190	2	124	0.173	2	124	0.363
10:00 - 11:00	2	124	0.181	2	124	0.230	2	124	0.411
11:00 - 12:00	2	124	0.198	2	124	0.218	2	124	0.416
12:00 - 13:00	2	124	0.194	2	124	0.250	2	124	0.444
13:00 - 14:00	2	124	0.157	2	124	0.133	2	124	0.290
14:00 - 15:00	2	124	0.129	2	124	0.323	2	124	0.452
15:00 - 16:00	2	124	0.464	2	124	0.270	2	124	0.734
16:00 - 17:00	2	124	0.706	2	124	0.226	2	124	0.932
17:00 - 18:00	2	124	0.435	2	124	0.258	2	124	0.693
18:00 - 19:00	2	124	0.375	2	124	0.173	2	124	0.548
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.226			3.888			7.114

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-860401-211210-1227

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BE	BEXLEY	1 days
HO	HOUNSLOW	1 days
HV	HAVERING	1 days
KI	KINGSTON	1 days
TH	TOWER HAMLETS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 20 to 493 (units:)
 Range Selected by User: 9 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/03/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	1
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	2 days
500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1b Very poor	1 days
2 Poor	4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BE-03-C-02 CLYDESDALE WAY BELVEDERE	BLOCKS OF FLATS		BEXLEY
	Edge of Town Industrial Zone Total No of Dwellings:		402	
	Survey date: WEDNESDAY		19/09/18	Survey Type: MANUAL
2	HO-03-C-03 COMMERCE ROAD BRENTFORD	BLOCKS OF FLATS		HOUNSLOW
	Edge of Town Centre Development Zone Total No of Dwellings:		150	
	Survey date: FRIDAY		18/11/16	Survey Type: MANUAL
3	HV-03-C-02 WATERLOO ROAD ROMFORD	BLOCKS OF FLATS		HAVERING
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings:		493	
	Survey date: TUESDAY		22/11/16	Survey Type: MANUAL
4	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	Survey date: MONDAY		11/07/16	Survey Type: MANUAL
5	TH-03-C-04 LEVEN ROAD POPLAR ABERFELDY VILLAGE Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total No of Dwellings:	BLOCK OF FLATS	83	TOWER HAMLETS
	Survey date: FRIDAY		21/06/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-03-C-01	PTAL
BT-03-C-01	PTAL
BT-03-C-02	PTAL
EN-03-C-02	PTAL
EN-03-C-03	PTAL
HG-03-C-01	PTAL
HG-03-C-02	PTAL
HK-03-C-03	PTAL
HO-03-C-04	PTAL
HO-03-C-05	size
IS-03-C-03	PTAL
IS-03-C-05	PTAL
IS-03-C-06	PTAL
IS-03-C-07	PTAL
NH-03-C-01	PTAL
RD-03-C-04	PTAL
SK-03-C-01	PTAL
SK-03-C-02	PTAL
SK-03-C-03	PTAL
WF-03-C-01	PTAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	230	0.025	5	230	0.107	5	230	0.132
08:00 - 09:00	5	230	0.028	5	230	0.119	5	230	0.147
09:00 - 10:00	5	230	0.047	5	230	0.053	5	230	0.100
10:00 - 11:00	5	230	0.033	5	230	0.045	5	230	0.078
11:00 - 12:00	5	230	0.033	5	230	0.052	5	230	0.085
12:00 - 13:00	5	230	0.050	5	230	0.044	5	230	0.094
13:00 - 14:00	5	230	0.052	5	230	0.057	5	230	0.109
14:00 - 15:00	5	230	0.048	5	230	0.053	5	230	0.101
15:00 - 16:00	5	230	0.078	5	230	0.058	5	230	0.136
16:00 - 17:00	5	230	0.098	5	230	0.060	5	230	0.158
17:00 - 18:00	5	230	0.114	5	230	0.063	5	230	0.177
18:00 - 19:00	5	230	0.126	5	230	0.060	5	230	0.186
19:00 - 20:00	4	164	0.102	4	164	0.060	4	164	0.162
20:00 - 21:00	4	164	0.098	4	164	0.052	4	164	0.150
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.932			0.883			1.815

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	20 - 493 (units:)
Survey date range:	01/01/13 - 06/03/20
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	20

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	230	0.054	5	230	0.291	5	230	0.345
08:00 - 09:00	5	230	0.073	5	230	0.420	5	230	0.493
09:00 - 10:00	5	230	0.119	5	230	0.149	5	230	0.268
10:00 - 11:00	5	230	0.069	5	230	0.115	5	230	0.184
11:00 - 12:00	5	230	0.088	5	230	0.134	5	230	0.222
12:00 - 13:00	5	230	0.142	5	230	0.127	5	230	0.269
13:00 - 14:00	5	230	0.126	5	230	0.144	5	230	0.270
14:00 - 15:00	5	230	0.125	5	230	0.145	5	230	0.270
15:00 - 16:00	5	230	0.210	5	230	0.141	5	230	0.351
16:00 - 17:00	5	230	0.226	5	230	0.130	5	230	0.356
17:00 - 18:00	5	230	0.280	5	230	0.135	5	230	0.415
18:00 - 19:00	5	230	0.328	5	230	0.129	5	230	0.457
19:00 - 20:00	4	164	0.342	4	164	0.157	4	164	0.499
20:00 - 21:00	4	164	0.281	4	164	0.140	4	164	0.421
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.463			2.357			4.820

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Calculation Reference: AUDIT-860401-220311-0325

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
HA	HARROW	1 days
HG	HARINGEY	1 days
IS	ISLINGTON	3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 36 to 250 (units:)
 Range Selected by User: 15 to 339 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/06/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

50,001 to 100,000 1 days

100,001 or More 3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More 5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less 3 days

0.6 to 1.0 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 1 days

No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

3 Moderate 1 days

4 Good 1 days

5 Very Good 2 days

6a Excellent 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HA-03-D-01	BLOCKS OF FLATS	HARROW
	THE MALL		
	KINGSBURY		
	KINGSBURY CIRCLE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	88	
	Survey date: THURSDAY	17/07/14	Survey Type: MANUAL
2	HG-03-D-03	BLOCKS OF FLATS	HARINGEY
	COMMERCE ROAD		
	WOOD GREEN		
	WOODSIDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL
3	IS-03-D-02	BLOCKS OF FLATS	ISLINGTON
	COPENHAGEN STREET		
	ISLINGTON		
	BARNARD PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	250	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
4	IS-03-D-03	BLOCK OF FLATS	ISLINGTON
	HAWES STREET		
	ISLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: THURSDAY	21/11/13	Survey Type: MANUAL
5	IS-03-D-04	BLOCKS OF FLATS	ISLINGTON
	LIVERPOOL ROAD		
	HIGHBURY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	247	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-03-D-01	anomalous AM departure

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 5.86

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	142	0.059	5	142	0.212	5	142	0.271
08:00 - 09:00	5	142	0.131	5	142	0.619	5	142	0.750
09:00 - 10:00	5	142	0.172	5	142	0.260	5	142	0.432
10:00 - 11:00	5	142	0.124	5	142	0.172	5	142	0.296
11:00 - 12:00	5	142	0.142	5	142	0.217	5	142	0.359
12:00 - 13:00	5	142	0.221	5	142	0.226	5	142	0.447
13:00 - 14:00	5	142	0.169	5	142	0.152	5	142	0.321
14:00 - 15:00	5	142	0.191	5	142	0.219	5	142	0.410
15:00 - 16:00	5	142	0.464	5	142	0.286	5	142	0.750
16:00 - 17:00	5	142	0.457	5	142	0.215	5	142	0.672
17:00 - 18:00	5	142	0.352	5	142	0.232	5	142	0.584
18:00 - 19:00	5	142	0.311	5	142	0.180	5	142	0.491
19:00 - 20:00	1	247	0.364	1	247	0.271	1	247	0.635
20:00 - 21:00	1	247	0.211	1	247	0.093	1	247	0.304
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.368			3.354			6.722

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